

## Message Text

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70

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-05 CIAE-00 COME-00 DODE-00

      DOTE-00 INR-07 NSAE-00 FAA-00 /032 W

----- 107389

R 121544Z NOV 75

FM AMEMBASSY ROME

TO SECSTATE WASHDC 4154

INFO AMEMBASSY BRUSSELS

AMEMBASSY PARIS

UNCLAS ROME 16453

DEPARTMENT PASS FAA AND NTSB

BRUSSELS FOR FAA

E.O. 11652: N/A

TAGS: EAIR, IT

SUBJ: CIVAIR - CRASH OF A-109 HELICOPTER

1. AGUSTA A-109 HELICOPTER REGISTRATION NUMBER I-AGUX CRASHED ON MT. CANNE (789 METERS) AT 1305 NOVEMBER 7, 1975. THE AIRCRAFT, ONE OF THE TWO A-109S DISPLAYED TO THE PUBLIC AT ROME/CIAMPINO AIRPORT ON NOVEMBER 6, WAS RETURNING TO THE AGUSTA FACTORY AT CASCINA COSTA, ACCOMPANIED BY THE OTHER A-109. ALL THREE PERSONS ON BOARD WERE KILLED. PIECES OF THE MAIN ROTOR HIT THE ACCOMPANYING A-109'S MAIN ROTOR AND WINDSCREEN BREAKING THE WINDSCREEN AND CAUSING SHOULDER INJURIES TO THE PILOT. THE ACCOMPANYING

A-109 CONTINUED IN FLIGHT FOR ABOUT 15 MINUTES AFTER THE ACCIDENT. SEARCH PARTIES RECOVERED THE BODIES AND LOCATED THE WRECKAGE.

2. THE A-109S REFUELED AT GENOA AND WERE ON THE LAST LEG OF THEIR TRIP WHEN THE ACCIDENT OCCURED. THE WEATHER AT THE TIME OF THE ACCIDENT WAS CLOUDY AND FOGGY, WITH POOR VISIBILITY. THE HELICOPTERS WERE FLYING VFR (THE A-109 HAS NOT YET BEEN UNCLASSIFIED

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CERTIFIED FOR IFR OPERATIONS) IN FORMATION; I-AGUX WAS ABOUT



30 METERS AHEAD AND 3 METERS BELOW THE OTHER A-109. DEPARTING GENOA, THE TWO HELICOPTERS CLIMBED TO 1000 METERS TO CLEAR THE MOUNTAINS. THEY WERE DESCENDING WHEN THE ACCIDENT OCCURRED; APPARENTLY THE PILOT OF I-AGUX BELIEVED THE LAST MOUNTAINS HAD ALREADY BEEN PASSED. I-AGUX HIT MT. CANNE ONLY TWO AND ONE-HALF METERS BELOW THE SUMMIT. THE PILOT OF THE SECOND A-109, CDR. LUCIANO FORZANI, WITNESSED THE IMPACT.

3. THOSE KILLED WERE THE PILOT, RENATO ROSETTO AJELLO, MECHANIC MARCO GENONI AND ELECTRONIC TECHNICIAN ROBERT LAFOUASSE. ROSETTO AND GENONI (BOTH ITALIAN) WERE AGUSTA EMPLOYEES, THE FORMER ONE OF THE A-109 TEST PILOTS AND THE LATTER A FLIGHT MECHANIC WHO WAS WORKING ON THE A-109 PROGRAM. LAFOUASSE (FRENCH) WAS AN EMPLOYEE OF THE FRENCH COMPANY S.F.E.N.A. AND HAD BEEN WORKING ON THE A-109 AUTOPILOT SYSTEM.

4. A-109 I-AGUX, A PROTOTYPE RATHER THAN A PRODUCTION MODEL, WAS THE FLYING TESTBED FOR THE IFR CERTIFICATION TESTS CURRENTLY UNDERWAY. THE ACCIDENT WILL DELAY THE IFR CERTIFICATION PROGRAM.

5. SINCE THE A-109 USES US ENGINES (ALLISON) AND INSTRUMENTATION, THE EMBASSY WILL FOLLOW DEVELOPMENT CLOSELY AND REPORT WHEN FURTHER INFORMATION IS AVAILABLE. AUGUSTA'S ROME REPRESENTATIVE HAS ALREADY CALLED AT THE EMBASSY AND OFFERED TO PROVIDE WHATEVER INFORMATION THE US AUTHORITIES MAY DESIRE ABOUT THE ACCIDENT. BEAUDRY

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## Message Attributes

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**Capture Date:** 01 JAN 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** CIVIL AVIATION, AIRCRAFT ACCIDENTS, HELICOPTERS  
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**Decaption Date:** 01 JAN 1960  
**Decaption Note:**  
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**Disposition Approved on Date:**  
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**Disposition Case Number:** n/a  
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**Reference:** n/a  
**Review Action:** RELEASED, APPROVED  
**Review Authority:** GolinoFR  
**Review Comment:** n/a  
**Review Content Flags:**  
**Review Date:** 31 OCT 2003  
**Review Event:**  
**Review Exemptions:** n/a  
**Review History:** RELEASED <31 OCT 2003 by chicheje>; APPROVED <12 FEB 2004 by GolinoFR>  
**Review Markings:**

Margaret P. Grafeld  
Declassified/Released  
US Department of State  
EO Systematic Review  
06 JUL 2006

**Review Media Identifier:**  
**Review Referrals:** n/a  
**Review Release Date:** n/a  
**Review Release Event:** n/a  
**Review Transfer Date:**  
**Review Withdrawn Fields:** n/a  
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**Subject:** CIVAIR - CRASH OF A-109 HELICOPTER  
**TAGS:** EAIR, IT  
**To:** STATE  
**Type:** TE  
**Markings:** Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 06 JUL 2006